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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Bulgaria	REPORT	
SUBJECT	Ship and Shore Observation in Burgas; <i>port conditions and construction</i>	DATE DISTR.	2 August 1956
DATE OF INFO.		NO. OF PAGES	1
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

Attached are three short reports on ship and shore observations made in Burgas
between February and March 1956.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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Subject: **Bulgaria - Burgas**

Report No:

Date of Report: **29 June 1956**

1. Approach to Burgas: [] ship sailed through the mine field shown in Northern European and Mediterranean Routing Instructions (NEMEDRI) in its approach to Burgas. [] Later, from the [] there are no mines in the Burgas Bay. [] that the approach route is specified to facilitate surveillance of ships sailing into and out of the port.

[] ship departed Burgas []

2. Activity in Burgas Area: From the stevedores aboard the ship, [] the Soviets were engaged in port construction work for some secret purpose in Lake Akriam, south of Burgas Bay. A dredger was observed in operation at the point where this lake connects with the bay. No activity other than fishing was observed on Lake "Muris".**
3. Attitude of the People: [] in general the people loathe Communism and complain bitterly of living conditions; the necessities of life and goods in the market are difficult to obtain or unavailable.

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Subject: **Bulgaria - Burgas**

Report No:

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1. Port Controls: In his approach to Burgas, [redacted] vessel sailed three miles off the port of Sissmali and the island Megalo Nisi.* [redacted] vessel arrived at Burgas [redacted] and moored by the stern to the Northeast Quay (#2). An inspection committee of ten persons boarded after the boat was moored. They first compared and checked each of the crew with his identification card and the crew list and then began the inspection and search of the boat. They were particularly interested in determining if there were any smuggled persons aboard. Only the captain and the engineer were permitted to visit the town and then only between 0800 and 2200 hours. There was a sentry on duty on all the vessels moored at the Northeast Quay.

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Before [redacted] vessel departed [redacted], a committee of ten persons boarded and inspected the boat for half an hour. It was allowed to proceed after the inspection.

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2. Port Facilities and Activities: [redacted] four revolving cranes on North Quay (#3) which moved on widely spaced rails.

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A Soviet ship of about 5,000 tons was discharging coils of iron and loading corn. An Italian ship was discharging a yellow metal, and a German ship was discharging a white, sand-like mineral; [redacted] the first cargo was probably brass and the second one probably chrome.

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3. Naval Vessels and Activities: Other than small patrol boats moored "at the wharf in front of the maritime barracks" in the northwestern part of the harbor, [redacted] only two Bulgarian torpedo boats which arrived and anchored in the harbor ([redacted]). These latter boats were about 40 meters in length with a flush deck, a pole mast forward, and a raked stack. They were dark gray in color and flew the Bulgarian "war flag" at the stern.

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Comment:

Sesopol is an alternate spelling for Sissopoli and the island, Megalo Nisi, appears alternatively as Ostrov Sv. Ivan.

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Classification

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Subject: Bulgaria - Burgas

Report No:

Date of Report: 29 June 1956

1. Arrival and Port Controls: [] ship approached Burgas sailing off the mine field shown in Northern European and Mediterranean Routeing Instructions (NEMEDRI); later from captains who visited Burgas frequently, we learned that there are no mines in the bay.

The ship anchored off the entrance to the harbor [] and was boarded by an inspection committee. The committee was composed of a doctor, a pilot, a customs agent, an official concerned with offloading cargo, two customs officers and four customs officials in uniform. They checked the crew's identification cards with the crew list; they collected the local and foreign currency and put it under seal as they did also for arms, binoculars, and cameras. The radio shack was sealed and the radar locked. The inspection and search of the ship included the cabins, holds, galley and engine room. The inspection lasted for about 45 minutes.

Port Activities, Facilities and Installations: [] ship waited at anchor outside the port until 7 March and then was taken by a pilot to a berth at North Quay (#3). There it discharged its cargo: 1280 tons of iron ore loaded in Tsingtao for the firm Ceko-Prag and 2069 tons of pine nuts. The cargo was offloaded continuously on a 24 hour basis for seven days except when interrupted by bad weather; the ship's facilities and a three-ton crane on the quay were used. []

Report reported five 3-ton cranes on the Northeast Quay (#2). On the day there were four portal cranes mounted on tracks with sufficient clearance for railroad cars to pass beneath them on the railroad tracks.

[] ship offloaded oranges into two warehouses on North Quay. The larger, 4-storied warehouse on Northeast Quay, glass was being loaded from motor boats and ships. The Soviet LENINGRAD was observed discharging oranges.

[] a new wharf had been constructed along the East [] and a dredger was working []

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3. Naval Vessels and Installations: In the western portion of the harbor there were naval barracks. Moored by the stern in front of them were four Bulgarian landing craft and three patrol boats. No activity was observed on these vessels.